

## HOW THE RED CROSS AIDS WAR SUFFERERS

Miseries of People in Afflicted Countries Described in Current Magazine.

Geneva the Headquarters of Bureau Which Handles Mail for Prisoners and Refugees.

Misery in the war-torn countries of Europe as described from personal observation by Irvin S. Cobb and William Foley, who were closely associated with Gustav Ador, Swiss chairman of the International Red Cross committee, is graphically told in articles in the current issue of the American Red Cross Magazine.

Mr. Foley helped to establish the agency for the prisoners of war at Geneva, to get messages and assurances of safety transmitted between the soldiers and their families and their folk at home. Writing of this work under the title, "Handling the Vital Mail," he describes it as "the clearing house for the woes and worries of half the Christian world."

50,000 Unopened Letters.

"The writer left Geneva shortly after October 10, but from letters received only recently he learned that over 400 volunteers were working, and over 50,000 unopened letters had accumulated. From a letter of November 11 he learns that the daily movement of letters is 15,000, and it is reasonable to believe that the activity in packages, money remittances and other work has increased in like proportion.

"This work is done by the flower and the gentility of Geneva. If in the city of Geneva has stamped her name on all that stands for charity and peace, her last work will outlast her letters.

"These letters come by their thousands daily, a Niagara of fear and misery, with the occasional note of joy or hope. They come from the German and Austrian royal houses and equally from the Polish and Russian nobles. They come from the German and Austrian royal houses and equally from the Polish and Russian nobles. They come from the German and Austrian royal houses and equally from the Polish and Russian nobles.

"As to the present efficiency of the agency, Mr. Cobb says, not to speak of other communications, are delivered each day. While Geneva is giving its best service and success in letters and time, while all letters go without credits, there are none the less many unopened letters. It is to the great credit of the American Red Cross Society that it has seen the need, and is helping the older but smaller sister with her burden of charity."

**Pictures Blight of War.**

Mr. Cobb's article tells of seeing soldiers in tatters and streams of wounded pouring back from the front endlessly. It is a strictly neutral word picture painted in the interest of humanity in the future, under the title, "The War Blight." Concerning the many refugee civilians he says:

"I saw them tramping aimlessly along wind-swept, rain-washed roads, feeling from burning and devastated villages, saw them sleeping in open fields upon the miry earth with no cover and no shelter. I saw them herded together in the towns and cities from which they had been ultimately fled, existing God alone knows how. I saw them—ragged, furtive scroungers prowling in the shattered ruins of their houses, seeking salvage where there was no salvage to be found. I saw them living like the beasts of the field upon such things as the beasts of the field would reject. I saw them standing in long lines waiting for their poor share of a charity which was already nearly exhausted.

"I saw their towns when hardly one stone stood upon another. I saw the abandoned farm lands where the harvests rotted in the furrows and the fruit hung undried and ungathered upon the trees. I saw their cities where trade was dead and credit was a thing which no longer existed.

"I saw them staggering from weariness and from the weakness of hunger. I saw all these things repeated and multiplied infinitely—yes, and multiplied too—but once I did see a man or woman or even a child that wept or cried out. Under the caption "Taking Old Santa to Armageddon," Frank G. Heaton contributes a stirring account of the Christmas movement in the United States to the Red Cross Magazine.

## SAYS ITALY NOW NEEDS LARGE COPPER SUPPLIES

Ambassador Offers Explanation of Increased Shipment Since Outbreak of War.

The Italian ambassador, after a conference at the State Department yesterday with Acting Secretary Lansing in regard to some shipping questions, explained that shipments of copper from the United States direct to Italy would be larger now than in normal times for two reasons. Italy needed for her own use more copper than in times of peace so that her manufacturers might be able to supply to the neutral trade of the world in South America and elsewhere electrical instruments and other goods in which copper was required and which orders German manufacturers were not able to supply now.

In normal times, he said, Italy imported from Germany a large quantity of its copper and articles of manufacture made in whole or in part from copper. This source of supply, of course, was cut off as Germany needed her copper at home. Statistics would make it appear, he added, as if the larger amount of the metal ordered from this country since the outbreak of the war might be for neutral purposes, but such was not the case.

Because of treaties with some other countries, Italy had been compelled to make its recent decree allowing copper to be shipped through Italy. It was plainly addressed to Germany, he said, anywhere else, but there was little demand for copper there.

He said that the British consul or authorities in this country or elsewhere.

## OUT OF LEGION OF HONOR

Many Widely Known Persons Expelled by a Recent Decree.

PARIS, December 20.—The recent decree expelling all Germans and Austrians from the Legion of Honor affects the following widely known persons: Duke Alexandre of Oldenburg, Prince Radolin and Baron von Shoen, Prince Leopold of Bavaria, Baron Marshal von Bielestein, former foreign minister; M. von Radowitz, former foreign minister; Putnam, former minister at Madrid; Prince von Buelow, governor of Kamerun; Gens. Gentskow, von Hahnke, Kirehner, Kuntze, von Strassburg, grand marshal of the court; Admiral Pohl, Baron Oppenheim, Joachim, president of the Fine Arts Academy of Berlin; Ballin, director general of the Hamburg-American Steamship Company; Wiesand, director general of the North German Lloyd, besides a number of professors and literary men.

Dr. John Crommiller, for more than half a century a practicing physician at Laurel, Md., died at a hospital in Baltimore, after an illness of several weeks. He was eighty-two years old.

## FOR COURT OF NATIONS TO END ARMED STRIFE

Representative Curry of California Proposes United States Shall Take Initiative.

A resolution of Representative Curry of California for an international convention to frame a constitution to create an international legislature, international court and international army and navy police under a disarmament plan; a protest of the Hartford (Conn.) Business Men's Association and various commercial concerns against any legislation to interfere with exportation of products to any country, and a warning of F. Monier of New Britain, Conn., to "keep American ammunition and firearms at home," are some of the things filed in the House today.

The Curry resolution would empower the President to invite all nations to send delegates to a convention to formulate a constitution to provide for disarmament, an international legislature to enact laws for government of intercourse between nations, an international court to adjudicate international differences and would restrict the right of any nation to such action as to police its own territory.

The Hartford organization declared that any legislation which would close down factories and throw thousands upon thousands of workers out of employment. Forest Morgan, an assistant librarian, supplemented this with a letter saying that the closing of factories would spread a wave of ruin and poverty in Connecticut.

**SENATOR LEE LIKELY TO RUN FOR GOVERNOR**

Believed in Maryland He or Mayor Preston Will Be Democratic Nominee.

BALTIMORE, Md., January 2.—Senator Lee is thinking seriously of entering the race for the gubernatorial nomination. An announcement by Mayor Preston of his intention of standing for renomination will be accepted generally by the people throughout the state as presaging the gubernatorial candidacy of Senator Lee.

As the situation exists it is either Preston or Lee for the democratic gubernatorial nomination, with strong indications that their friends will stand pretty close together.

**Favors Mayor Preston.**

Those close to Senator Lee say that the nomination does not appeal strongly to him. They say, too, that he stands ready to advise his friends to line up back of Mayor Preston for the gubernatorial nomination. If, however, the mayor does not care to make the fight, Senator Lee will do so. Hence the belief that an announcement of Mayor Preston's mayoralty candidacy indicates Senator Lee's purpose in regard to the gubernatorial nomination.

If Senator Lee is a candidate the opposition will, of course, center its efforts on making a solid organization line-up against him. That, of course, would be formidable, even disastrous, but there are strong indications that the old Smith organization could not swing the city.

**Linthicum a Candidate.**

Representative Linthicum is a gubernatorial candidate. Those active in politics would not, it is said, want to do anything to hurt him, but the necessity of looking out for themselves would be sufficient reason for doing what seemed to be the best thing. They would feel confident that Senator Lee would receive more support in the counties.

Major Preston's candidacy for the gubernatorial nomination is the other alternative. In some localities, notably the eastern shore and Frederick county, the mayor would not, it is thought, run as strongly as Senator Lee.

In any event, the Lee people are confident that either the senator or the mayor would go through to the primaries with a win out in the general election. They seem to be ready for either alternative.

## EXTREME SENTENCE IMPOSED

Seller and Purchaser of Butts Are Heavily Penalized in London.

LONDON, December 21.—The butt ends of cigars and cigarettes picked up by the industriously in the streets by vagabonds are not all used for private smoking, as shown in the case of Isaac Liss, an East End tobaccoist, who was fined 100 pounds this week for selling untaxed tobacco.

Liss had in his shop thirty pounds of butts and 41,500 cigarettes made of that material. He bought part of his supplies from a man named Robbins, who sold his picking at the equivalent of 32 cents a pound. Cigarettes made of this material brought Liss 2 cents each.

In view of the nature of the business, which carried disease as well as filth from the streets to the mouths of the delivered purchasers, the magistrate imposed an extreme sentence with an alternative of four months in jail or Liss, and the half of that penalty upon the dupe, Robbins.

## TO FORM JEWISH BATTALION

Lord Kitchener Gives His Consent Despite Some Opposition.

LONDON, December 20.—Lord Kitchener has given his consent to the formation of a Jewish battalion, although there is still some opposition to the movement on the part of the Jewish leaders, who say that a Jewish battalion would intensify the tendency to regard Jews as aliens.

There are now more than 5,000 Jews in the British army. The casualty lists disclosed wounded Jewish soldiers in many of the regiments at the front, including some of the famous old regiments like the Black Watch. A fair showing of Jews is made in the royal navy.

## AIMS AT PLUCKING BOARD

Special Rule for Bill Providing for Its Abolishment.

A rule will be reported for consideration of a separate bill from the naval affairs committee to abolish the plucking board and to reinstate officers claimed to be victims of the board, according to an understanding reached yesterday by the House rules committee.

## WILSON WOULD HASTEN LEGISLATIVE PROGRAM

Confers With Senate Leaders Regarding Measures He Desires to Have Advanced.

President Wilson took counsel with several leaders of the Senate yesterday in an effort to hasten the administration's legislative program for the session. He is anxious that it shall be further advanced before he leaves Thursday to speak at Indianapolis.

With Senator Stone, chairman of the foreign relations committee, Mr. Wilson discussed the status of the Columbian and Nicaraguan treaties, both of which he hopes to see ratified at this session of Congress. Senator Stone said later he would write immediately to former President Roosevelt, asking him if he desired to be heard by the committee as to the Columbian treaty which provides for the payment of \$25,000,000 to Colombia for Canal Zone property.

**Asked for a Hearing.**

When the treaty was first drawn Mr. Roosevelt protested against its ratification until it had been given an opportunity to discuss it before the committee. He was assured the opportunity would be provided.

The Nicaraguan treaty, providing for the acquisition of an interoceanic canal route and a naval base in Nicaragua by the United States, already has been reported by the committee. Senator Stone said he would press for early action by the Senate.

The President was assured by Senator Fletcher, in charge of the administration merchant marine bill, that the measure had good chance of passing the Senate. The senator suggested several amendments, however, one of them relating to the shortening of the term of the proposed issue of Panama canal bonds to raise funds for the purchase or construction of ships.

**Declines Invitations.**

President Wilson has found it impossible to grant the request of Senators Stone and Lewis that he include St. Louis and Chicago in his trip. He does not wish to be absent from Washington the additional length of time the visit to those cities would require.

## PROPOSE TO DISREGARD UNITED MINE WORKERS

Eastern Ohio Coal Operators May Hereafter Deal With Individual Workers.

CLEVELAND, January 2.—A proposal to formally disregard the organization of the United Mine Workers of America and deal directly with the miners as individuals in all future negotiations will be discussed by eastern Ohio coal operators at a meeting of the Ohio Coal Operators' Association here Monday, according to statements of operators tonight.

Whether this proposal would be endorsed none would predict, but the fact that negotiations between the operators and the United Mine Workers had failed, operators said, indicated that sentiment would favor formally breaking away from the union.

**Evictions Discussed.**

Whether the operators at the meeting will decide to follow the announced plan of the Purgis-Maher Company, to evict striking miners January 15, unless the paid back rent meantime, was said by operators to be open to question.

In a signed statement given out tonight, D. A. Carey, president of the Lorain Coal and Dock Company of Columbus, one of the large mine owners in the eastern Ohio field, charges discrimination by the mine operators against the operators of the eastern Ohio field.

**Allege Discrimination.**

"The eastern Ohio operators alone have sided out the miners' organization for an increase," the statement says, "and to accomplish this end the organization has reduced its miners in this district to poverty and sacrificed the business of the operators."

The strike of the last ten months has given our business to operators of other states and districts and an increase in our price would enable them to retain it," the statement continued.

## FERRIS BILL CRITICISED

Senator Jones Says States Should Regulate Water Power Rates.

The trouble with the Ferris water-power site leasing bill, according to Senator Jones of Washington, in addressing the Senate public lands committee yesterday, is that it seeks to confer upon the Secretary of the Interior powers to regulate rates and charges, which powers belong by right to the states. He declared this power of the states was fundamental and would be insisted upon by western states.

Should the general government exact charges for the power used, he said, the money produced should go into the national treasury, and not into the reclamation fund.

"To put it into the reclamation fund would look too much like bribing those interested in reclamation to support the bill," he added. "To give the money to the states interested would be open to the same criticism."

Hearings on the bill were closed after Senator Jones' remarks. Administration leaders predict they will have a majority of one for the Ferris bill in the committee, but some senators opposed to the measure declare it cannot be passed at this session.

## Wants \$25,000 for Export Promotion

A new urgent demand being made for government certification of commercial products, Secretary Redfield has asked Congress to appropriate \$25,000 to promote the export trade.

This is intended to meet the expense of inspections, tests and certification by the bureau of standards, upon a reimbursable fee system, to meet the demand for certificates of quality of American products for export from several industries.

## Mediators Named for Pending Strike

John A. Moffitt of East Orange, N. J., and Roland Mahany of Buffalo have been appointed by Secretary Wilson to act as mediators in the pending strike of the Wilkes-Barre (Pa.) Railroad Company employees. The employees voted to strike, but at the request of the Department of Labor agreed to withhold issuance of the strike order until representatives of the department could have an opportunity to bring about settlement of the dispute. Secretary Wilson has sent a telegram to Wilkes-Barre, thanking the men for their consideration action in postponing the strike.

Thomas R. Jenifer, assistant court clerk in the office of William P. Cole at Towson, Md., died at his home, Long Island, Loch Raven, Baltimore county, from heart trouble. He was born in 1864.

## MAY BE EARLY DEBATE OF THE CROSSER BILL

Measure Providing for Government Ownership of District Railways Soon Before House.

If the House of Representatives gives the District of Columbia its regular legislative day January 11 the Crosser bill providing for municipal ownership of street railways in the District may be taken up for discussion there. As far as can be learned, there is no objection within the District committee to fighting out this question on the floor of the House, and at present it seems to hang merely on the question of whether or not the House will permit a District day. Chairman Johnson of the District committee is disposed to fight for his rights in that matter, and if an attempt is made to override District day with other business a roll call vote or other filibustering methods may follow.

**Provokes Hard Fight.**

The Crosser bill, it will be remembered, was one of the hardest fought measures the District committee has had. The internal strife in the District committee was as close and as exciting as the tug of war on the George bill or any other important measure affecting the District, and it was only by the most skillful maneuvering that Representative Crosser obtained a majority of the vote of the District committee. The chairman was against the measure and signed the minority report.

The bill provides that the District may issue bonds for the purchase of the two street railways here, and that the District government shall run the systems. The senator suggested, of course, is on the price the District should pay for the roads if the bill should be enacted, which is not probable at this session of Congress. Representative Crosser, who is an ardent municipal ownership man, makes no hesitation in stating that the total valuation of the two roads is approximately \$24,250,000, which is about half the capitalization of the systems.

The people of the District are paying a large amount as a return on over \$35,000,000 of fictitious values," he says in the report.

**Leader of Opposition.**

In opposition to Mr. Crosser is Representative Winslow of Massachusetts, who headed the list of minority signers. He wrote the report and lays considerable stress on the fact that only fifteen people out of the entire city of Washington came forward in the long-drawn-out hearings to declare themselves in favor of the city ownership. A thirty million dollar debt in order to run the street railways. Out of the fifteen only four were property owners, which might feel the results in their tax bills.

"In our opinion," says this report, "there is no aroused public demand for public ownership. There is no assurance of lower fares, better service or higher wages for the employees, and there is every reason for anticipating a financial disaster if the plan is attempted."

It would be in the power of Chairman Johnson to block the bill, but he understood he does not object to having the issue brought to a decision in the House. Representative Crosser, on the same time is desirous of trying out the strength of his bill. He has said that if the measure fails he will not fight all over again in the next House.

## WOMEN OF BALTIMORE ARE COMING TO CAPITAL

Will Plead With President to Support Suffrage Amendment to Constitution.

BALTIMORE, January 2.—Baltimore women will be represented in the throng of democratic suffragists who will go to Washington Wednesday to plead with the President for his support of the suffrage amendment.

Plans for Baltimore participation in the hearing are going forward energetically under Mrs. Almira Sweeten, who will head the local delegation, and "Gen." Edna S. Latimer, leader of the Annapolis campaign, who is assisting Mrs. Sweeten. Other Baltimore women who will attend the hearing will be Mrs. Charles E. Elliott, president of the Equal Suffrage League; Mrs. S. Johnson Poe, Miss Emma Weber, Miss Mary O'Brien, Miss Francis Willis and Mrs. Howard Schwarz, who is spending the holidays in Utica, N. Y., is directing operations by mail, but will be back again Monday to help Mrs. Sweeten in person to marshal her forces.

**Opposed the Bosses.**

Mrs. Latimer and Miss Lola Carson Trax conducted the campaign during the summer against democratic bosses in Kansas. They expect a large delegation of women from Kansas to attend the White House hearing.

The hearing itself is a matter of country-wide interest, as it will attract votes for the amendment from every state. The commander-in-chief will be Mrs. George A. Ames, president of the National Press, and president of the District of Columbia branch of the National Woman's Party.

Before the interview with the President there will be a mass meeting in honor of the deputations at the Washington Public Library, 7th street and New York avenue.

## FIGHTING INDIANS UNHONORED

Ghurkas and Sikhs Gets Lion's Share of Glory.

LONDON, December 20.—Absurd stories about the caste habits of the Indian soldiers will make trouble at the front, says Gen. O'Moore Greagh. One correspondent wrote that the Gurkhas had been given a special dispensation to eat beef and drink porter, like the British soldiers. Nothing could be more insulting to the Gurkhas, says Gen. Greagh.

The British press has lavished its praise almost entirely on the Gurkhas and Sikhs to the neglect of other fighting castes. There are, for instance, three regiments of Dogras, who, although of poor physique, are the coolest under fire of any of the native soldiery. Some of the best fighting Indians are the Punjab Mohandass.

A popular mistake is that the Gurkhas throw their kukri, or carved knife, at the enemy. They do not throw it, but use it so skillfully that they can head a buffalo calf at a single blow.

**Turks Bar French Words.**

AMSTERDAM, December 20.—In view of the port's alliance with Germany, French words in Turkish vocabulary are to be replaced with German, according to German dispatches published here. Henceforth Turks will say herr, frau, frauin, freiherr, graf, ritier, fuerst, grossfuerst and erzhersog.

The teaching of German is to be made more general in the schools; French is to be abandoned.

# Why We Chose The Jeffery

The sale of motor cars today is not only a business, but a mighty serious, important, dignified business, because we deal with people of means and intelligence, and each sale represents an investment.

The time has passed when public demand exceeded factory production, and it was simply a matter of each dealer getting his share of the business.

The era of fads and fancies, when foredoors, new starters, big wheels, etc., made or lost sales, has passed.

We realized that for our own protection and the future development of our business, as well as for the protection of our customers, cars that we sold must be built in a great big motor-car manufacturing plant—**NOT ASSEMBLED.**

The manufacturer must not only have most modern equipment, but plenty of capital, the best credit standing in the industry, and his name must be one that the public has associated for years with dependable, service-giving cars.

We visited various factories and watched the cars made; we talked with the engineers, purchasing agents, service department heads, sales managers, and wherever possible to the owners of the business.

At the big Jeffery plant at Kenosha, Wis., we found the equipment, capital, organization, freedom from outside influences and the progressive atmosphere which formed the ideal foundation for the building of high-grade, up-to-the-minute cars at the lowest possible cost of production.

So you see we have had opportunities to get behind the scenes in the automobile industry which are not often afforded to the individual automobile buyer.

The basic reasons which impelled us to stake our future business success on the sale of Jeffery motor cars should be good reasons why the Jeffery car is the car for you to own and drive.

We would refuse to sell a Light Six the price of which had been so squeezed down that the car was light in quality also. You wouldn't want to buy such a car. We would refuse to sell a Four that was heavy and uneconomical, and therefore out of date. You wouldn't buy such a car.

We would refuse to sell any line of big, heavy uneconomical four or five thousand dollar cars simply because the demand for a car of that sort is very limited and growing less. The Jeffery Big Six has all the style, size, comfort, easy-riding qualities and durability of these big cars, and it is economical to buy and operate.

We would refuse to sell a car which was assembled or which was built in a plant lacking ample capital, equipment, experience and progressiveness. You would not want to buy such a car because its depreciation next season would mean a big loss to you.

Jeffery cars are built as you yourself would build a car, if you knew how, in one of the most modern motor-car plants in the country. The highest-grade materials obtainable in this country or abroad are used. The manufacturing cost is as low as any plant could produce cars of such quality, and therefore the price to you is remarkably low. Jeffery cars are built light in weight, but heavy in quality. They are economical, comfortable and possess a distinctive style which makes it appeal to people of good taste.

That is why we have linked our success with Jeffery.

We want to meet all of our old friends in our new quarters, at 1519 H street northwest, and we want to talk with every man who is interested in motor-car development in and around Washington.

We are particularly anxious to make the acquaintance of mechanics, garage men and chauffeurs, because the mechanical perfection of Jeffery cars will make its greatest appeal to them. They appreciate the money value of imported annular ball bearings, cantilever springs, worm drive, full floating rear axles, Spicer universals, and the other high-grade units which enter into the construction of Jeffery cars.

We want the people of good taste who are not satisfied with the old conventional designs to see what can really be accomplished in a plant such as Jeffery has at Kenosha. They will appreciate the attention to detail, the rich simplicity of the body lines and the latest European ideas which mark Jeffery cars as style leaders in America.

Our organization is equipped to deliver a complete and comprehensive service to its patrons. It will at all times be operated on a strictly business basis, with the convenience and perfect satisfaction of Jeffery owners as its guiding motive.

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